

## ON THE VISUAL

I use the approach configuration concept in visual approaches and VFR patterns as well. I strive to be in-configuration and trimmed up on-speed before entering the downwind of a standard traffic pattern. If entering on a base leg or an ATC-directed straight-in approach, I aim for being at approach configuration within three miles of the airport.

In any visual pattern entry, I use the pre-planned power reduction to initiate my descent from traffic pattern altitude or, in retractable gear airplanes, I extend the wheels.

Doing these things the same way each time makes arrivals at even unfamiliar fields predictable, low-work-load events.

